

**Initiative 1—North Dakota will strategically prioritize its use of transportation resources.**

- State priorities are:**
- Highways**—improving safety, ride quality, and load carrying capacity.
  - Rail**—improving system connectivity, safety, security and performance; enhancing economic growth, diversification and environmental and community impacts.
  - Air**—maintaining infrastructure; expanding economic development, medical access and competitive service; and improving safety and security.

**Personal Mobility**—providing access to basic levels of education, medical and emergency services.

**Initiative 2—North Dakota will define the levels of service it will strive to provide and maintain.**

NDDOT has developed the Highway Performance Classification System (HPCS), a five-tier system that established target levels for highway service. The HPCS was endorsed by the 2005 state legislature. An investment strategy team is developing guidelines for highway performance and infrastructure within budget constraints.

ND Aeronautics classified all 90 public-use airports within two levels of commercial airports and five levels of general aviation airports.

**Initiative 3—North Dakota will enhance communication and facilitate cooperation and collaboration between and within governmental units, tribal authorities, modes of transportation, and the public and private sectors.**

- Advisory committees are used for updating the state highway map, the state rail plan and other projects.
- Regular meetings have been held with stakeholders such as the sugar beet and potato industries, metropolitan planning organizations, Class 1 railroads, the ND Association of Counties, and the ND League of Cities
  - Public information meetings are routinely held for all large projects
  - The Statewide Transportation Improvement Program process has been enhanced

- Publish biennial Transportation Handbook and quarterly TransAction electronic newsletter

**Initiative 4—North Dakota will improve the performance of priority corridors and facilities.**

- Accelerated four-laning of US 2 Minot to Williston.
- Secured Congressional High Priority Corridor status for US 83 and US 85.
- Re-aligned US 281 near Minnewauken, completed the US 52 bypass (Jamestown), and improved vertical clearances on I-94 and I-29.
- Improved highway load-carrying capacities.
- Replaced the Four Bears Bridge at New Town.
- Improved airport infrastructure and built new terminals at the Bismarck, Devils Lake, Dickinson, Jamestown and Williston airports.
- Upgraded branch lines and sidings.

**Initiative 5—North Dakota will incorporate economic competitiveness as an integral component of transportation investment strategies.**

- The North Dakota Public Service Commission hired a consultant to investigate rail rates for grain shipments. The 2005 Legislature authorized pursuit of a formal complaint before the Surface Transportation Board.
- The North Dakota departments of Agriculture, Commerce, and Transportation and the North Dakota Trade Office meet quarterly.

**Initiative 6—North Dakota will analyze the economic impacts of load limits and the benefits of establishing a statewide program to coordinate the administration of load limits.**

- NDDOT adopted new policies for posting load restrictions that provide greater uniformity with adjacent states and provinces.
- Under contract to NDDOT, the Upper Great Plains Transportation Institute studied existing truck weight, size and permitting issues and published a report in 2005. The report:
  - identified sub-state truck size and weight regulations and permitting processes
  - identified differences between local units of government, and

- provided examples of multiple-county permitting systems

**Initiative 7—North Dakota will determine the feasibility of, and identify the conditions necessary for, developing an intermodal freight facility or facilities.**

- NDDOT contracted research through the Upper Great Plains Transportation Institute, which published the results in a report in November 2002.
- NDDOT committed funds to Bismarck, Fargo and Minot for intermodal studies.
- NDDOT committed \$1.2 million to help build rail infrastructure for the Northern Plains Commerce Center.
- A five-member team has been created to implement the statewide rail freight strategy that promotes transload and intermodal service.

**Initiative 8—North Dakota will determine the opportunities for, and the economic and safety impacts of, a regional uniform truck size, weight, and permitting system.**

- NDDOT contracted with the Upper Great Plains Transportation Institute; the results of the research was published in August 2005 and:
  - Identifies regional truck size and weight regulations
  - Proposed the concept of regional corridors
  - Presents costing information based on differences
  - Examined truck safety data
- NDDOT held a cross-border truck transportation conference that was attended by representatives from six states and two provinces
- NDDOT has initiated truck size, weight and permitting discussions with neighboring state departments of transportation.

**Initiative 9—North Dakota will appropriately use Intelligent Transportation System (ITS) technologies to enhance service, performance, mobility, safety and security.**

NDDOT published its Intelligent Transportation System Plan in September 2005. The plan focuses on improved traveler safety and maintenance in order to

- provide safe highways.
- NDDOT employed 511 Traveler Information, Amber Alert and Roadway Weather Information System (RWIS) programs; equipped two bridges with anti-icing systems; and expanded the use of ITS for flood monitoring, freeway surveillance, weigh-in-motion, automatic snow-gate closures, and animal (deer) detection.
- Wireless internet access was installed at nine interstate rest areas.

**Initiative 10—North Dakota will conduct a state-wide freight origin and destination study and identify priority transportation corridors and facilities.**

- NDDOT contracted with the Upper Great Plains Transportation Institute to conduct a statewide freight study that will be used to develop a state freight plan.
- The plan has three purposes:
  - Understand how North Dakota’s freight system integrates with national and global freight systems.
  - Inventory North Dakota’s current freight system (infrastructure, regulatory environment and safety/security).
  - Recommend changes and improvements to maintain safe, secure and efficient future freight movements.

**Initiative 11—North Dakota will create a special transportation program (infrastructure funding and technical assistance) to facilitate economic development and competitiveness.**

- NDDOT established the ND STREET program to assist cities with populations of 5,000 or less to make infrastructure upgrades and improve their competitiveness. Ashley, Center, Hillsboro and Watford City were the first cities to be approved for projects; construction is scheduled for 2008.
- NDDOT established the Small Rural Economic Development program to provide assistance to upgrade infrastructure to new businesses in rural areas. The first projects will be funded in 2008.

**Initiative 12—North Dakota will take a lead role in promoting public-private partnerships to bring about selected transportation initiatives.**

Midwestern states and prairie provinces were surveyed to identify best-practice transportation programs for promoting economic development. North Dakota Aeronautics entered into an agreement with NDDOT to collect runway pavement data for 72 of the state’s airports. Data will be used to develop a pavement management tool.

NDDOT, BNSF Railway and several North Dakota cities entered into an agreement to raise the railroad mainline threatened by the rising waters of Devils Lake.

NDDOT approved eight rail assistance projects totalling \$7.6 million.

**Initiative 13—North Dakota will actively participate in regional and national transportation initiatives, programs, studies and projects.**

North Dakota is a member of the Midwest Rail Passenger Compact, and the NDDOT director is the ND Governor’s alternate on the North Great Plains Regional Authority.

NDDOT actively participates in the American Association of State Highway and Transportation Officials, the Western Association of State Highway and Transportation Officials, and Transportation Research Board.

NDDOT meets annually with the General Services Administration, Federal Highway Administration, Transportation Security Administration and Department of Homeland Security to coordinate projects and security at the state’s 18 points of entry.

NDDOT and Minnesota DOT have held joint rail planning meetings.

**Initiative 14—North Dakota will increase its emphasis on safety and security as integral components in planning, developing, and maintaining the transportation system.**

NDDOT is developing a Strategic Highway Safety Plan in an effort to reduce reportable crashes, injuries and fatalities by 10 percent.

ND Aeronautics developed emergency response

and security plans for 82 general aviation airports. A rail “quiet zone” is being developed in the Fargo-Moorhead metropolitan zone.

NDDOT and ND Aeronautics are using Intelligent Transportation System technologies to improve efficiency and safety.

NDDOT continues to work with railroads and communities to improve rail safety through programs such as Operation Lifesaver.

**Initiative 15—North Dakota will develop a statewide personal mobility plan.**

NDDOT contracted with the Upper Great Plains Transportation Institute’s (UGPTI) Small Urban and Rural Transportation Center to develop a statewide personal mobility plan. This included an inventory of services, base and supplemental service recommendations and best practice programs.

NDDOT also contracted with UGPTI for the James River Transit demand study and the Southwest North Dakota Rural Transit study.

NDDOT, in collaboration with governmental entities and the private sector, maintained intercity bus service between Billings, Montana, and Fargo, ND.

**Initiative 16—North Dakota will monitor trends in agriculture, manufacturing, tourism, recreation, and energy production to identify potential transportation impacts and opportunities.**

The North Dakota departments of Agriculture, Commerce and Transportation hosted the TEAM Transportation Conference, which focused on transportation’s role in making North Dakota more economically competitive.

NDDOT staff annually attend events showcasing innovative agricultural, manufacturing and economic activities.

ND Aeronautics published the Aviation Economic Impact Report, which is used in planning airport development.

NDDOT participates in events such as seminars and teleconferences to develop an awareness of trends that may affect transportation.

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***Providing a transportation system  
that safely moves people and goods***

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**TransAction  
in review**

**Progress on  
the original  
16 initiatives**